50X1-HUM

CLASSIFICATION CONFIDENTIAL
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY **CONFIDENTIAL**
REPORT

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS CD NO. --

COUNTRY	USSR	DATE OF INFORMATION	1951
SUBJECT	Economic - Transportation, Maritime fleet		
HOW PUBLISHED	Daily newspapers, biweekly and monthly periodicals	DATE DIST.	4 Feb 1952
WHERE PUBLISHED	USSR; Germany	NO. OF PAGES	3
DATE PUBLISHED	20 Aug - Nov 1951		
LANGUAGE	Russian; German	SUPPLEMENT TO REPORT NO.	

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers and periodicals as indicated.

SOVIET MARITIME FLEET'S PLAN LAGS; NEW SHIPBUILDING NOTE

THIRD QUARTER PLAN LAGS -- Moscow, Morskoy Flot, 20 Aug 51

Many ship lines of the Ministry of Maritime Fleet are lagging behind plan. In the third quarter 1951, these ship lines are not only failing to make up for deficiencies of the earlier quarters but are lagging even farther behind plan. The main reasons for these deficiencies are poor operational planning and excessive idle time of ships.

In the Northern Maritime Ship Line, ships were idle more than 14,000 hours in 6 months of 1951 and nearly 1,000 hours were lost because ships did not operate on schedule. The amount of idle time in the ship line is increasing month by month and schedules are consistently broken.

EXCEED SHIP LAYOVER NORMS -- Moscow, Morskoy Flot, 1 Sep 51

Extended ship layover in ports and shipyards is one of the principal causes of navigation plan failures; for that reason, much attention should be given to minimizing this unproductive idle time. However, in some of the river basins, this problem is not given sufficient attention. Ship layover is even increasing over 1950 in some of the ship lines. In the first 10 days of August 1950, total ship layover time in the Northern Maritime Ship Line was 289 hours, in the same period of 1951, 387 hours. From 10 to 20 August 1951, idle time of ships in this ship line reached 2,482 hours. Most of the responsibility for this excessive idle time falls on the management of the ship line.

Ships of the Northern Maritime Ship Line lost 76 hours in 20 days of August waiting for dispatching orders. Under such circumstances, it was impossible for the operational services to run ship traffic on strict schedules and frequently ships would enter ports in large groups where they would have to wait their turn to be processed. Four hundred twenty-six hours were lost in 20 days of August because of ships arriving in ports off schedule.

CLASSIFICATION CONFIDENTIAL

STATE	X NAVY	X NSRB	DISTRIBUTION		
ARMY	X AIR	X FBI			

Ship layover time in the Caspian Fleet is also far to great. In 20 days of August, the ships accumulated 1,707 idle hours. As in the Northern Ship Line, The Caspian ships arrived in ports in large groups and thus had long layovers before they could be processed.

The Reydtanker Ship Line at Astrakhan' has delayed petroleum transshipments at Astrakhan' because of poor scheduling and unnecessary ship layover. Although the ship line blames the limited capacity of the Astrakhan' facilities, inadequate dispatching and control by the operational services is responsible for this delay.

Ship layover time in the Azov Ship Line has almost doubled. Most of this time is lost in ports, particularly the Zhdanov port. Ship layover is also on the increase in the ports of Yalta and Poti.

Most of the responsibility for the time lost in layover falls on the dispatching organizations of the ship lines; however, fueling delays, red tape, and other deficiencies add to this deficiency.

FUEL SAVINGS NOTED -- Moscow, Moskoy Flot, No 11, Nov 51

In 1950, the transport fleet of the Ministry of Maritime Fleet completed its hauling plan 105.5 percent and consumed 1.67 percent less fuel than the plan called for. If an allowance is made for the 5.5-percent increase in the hauling plan, then the fuel saving amounted to 7.2 percent, the equivalent of 19.7 million rubles. This economy of fuel and lubricants enabled the fleet to haul more than 900,000 tons of freight in 1950. In addition, the 1950 hauling plan exceeded the 1946 plan by 34.5 percent while in 1950, 6,000 tons less fuel was consumed than in 1946.

Altogether, during the postwar Five-Year Plan, the maritime fleet saved 843,300 tons of standard fuel costing 270 million rubles.

REPORTS NEW SHIPBUILDING -- Hamburg, Hamburger Hafen-Nachrichten, 1 Oct 51

According to reliable sources, the Soviet maritime fleet will be expanded by 2.24 million gross tons in 1951 compared with 2.13 million in 1950. Many orders have been given to Western countries, while the Baltic and Soviet Zone shipyards are busy building warships.

CASPIAN FLEET GETS NEW DIESEL-ELECTRIC TANKER -- Baku, Bakinskiy Rabochiy, 16 Sep 51

The tanker General Azi Aslanov, now operating in the Caspian Sea, is the first of Soviet maritime diesel-electric ships. All operations of the ship are electrified and automatic.

The ships crew has carried tens of thousands of tons of petroleum products above plan.

Moscow, Morskiy Flot, 25 Aug 51

The diesel-electric tanker General Azi Aslanov was designed by the Central Planning and Designing Bureau No 1 of the Ministry of Maritime Fleet and was built by the "Krasnoye Sormovo" Plant.

CONFIDENTIAL

Many Leningrad and Kharkov plants took part in producing the many machines used on the ship. As all previous tankers had direct diesel drive, this tanker will serve as a prototype for future diesel-electric machines.

The main engines of the tanker are 13.4 times lighter and correspondingly smaller than diesels of previous tankers, although they are even more powerful. The tankers main diesels turn up more than 700 revolutions per minute, on the regular diesels, the engines turn up only 100-110 revolutions per minute. Because engines of the General Azi Aslanov run so fast and because its main diesels are broken down into several units (there are two units for each screw), the weight and size of the engines is reduced considerably.

Diesel tankers spend an average of 80 hours in repair plants for repair of the main diesels. Because of the small size and weight of the diesels on the diesel-electric ship, this time is cut considerably, and the four engines can actually be replaced in 36 hours while the ship is being loaded.

- E N D -